

Partly cloudy today.  
Fair tomorrow.

# The Washington Times

Five Sections

NUMBER 4931

WASHINGTON, SUNDAY, DECEMBER 15, 1907.

PRICE FIVE CENTS

## EMBRYO PRIEST SAYS FAIRCOUNSIN RUINED HIS LIFE

Baltimorean Charges  
Woman With Act That  
Forced Him to For-  
swear Clergy.

Alleges She Was Desir-  
ous That He Should  
Make Her His  
Wife.

NEW YORK, Dec. 14.—Application has been made to Justice Keogh, in the supreme court of Westchester county, for an order to examine as a witness, before trial, the Rev. James B. Goggin, assistant rector of Holy Trinity Church. This application reveals a remarkable suit by which Frank Drugan, a former member of the Jesuit brotherhood, asks \$10,000 damages from his cousin, Mrs. Emily F. Dunphy, alleging an attack. Mrs. Dunphy, through her attorneys, has entered a general denial.

Mrs. Dunphy is the wife of John James Dunphy, formerly a wealthy Gold street leather merchant, who failed in 1905. She is a woman of striking beauty, the daughter of Thomas H. Barrett, who was deprived of his office of steamboat inspector by President Roosevelt because of his connection with the Slocum disaster. She now lives, separated from her husband, at the handsome home of her father in Hillcrest avenue, Yonkers.

**He Forsook Priesthood.**  
Mrs. Dunphy, in 1905, went to live in the Belvedere Hotel, Broadway and Seventy-seventh street. It was about this time that her friendship with her cousin, young Mr. Drugan, then a Jesuit student in good standing and a professor in St. Francis Xavier College, grew into the alleged infatuation, which, according to the papers in this case, led to his withdrawal of his candidacy for the priesthood.

Frank Drugan is a son of a wealthy Baltimore commission merchant and is twenty-seven years of age. His mother is the sister of Mrs. Dunphy's father. He took his first four years of study in the Jesuit order at Frederick, Md., and passed the next four years in philosophical studies at Woodstock Seminary, Woodstock, Md.

It is alleged by Mr. Drugan and his friends that, as a girl, Emily Barrett loved him, and that she used to travel from New York to Baltimore to see him. Also it is asserted that she admitted her disappointment when he entered the religious order. Mr. Drugan declares that his cousin not many months ago admitted that it was once her fond desire that he should marry her.

During the late summer and autumn months of 1906, according to the sworn statement upon which the complaint and the damage suit are predicated, Mrs. Dunphy and her young Jesuit scholastic cousin went about in pleasant comradeship to all-night restaurants and cafes of New York, where members of religious orders are seldom seen.

These trips culminated in an episode said to have taken place in a fashionable Broadway hotel near Seventy-fourth street in the latter part of November, 1906, the result of which was that Mr. Drugan could not consistently continue his studies for holy orders.

**His Plaintiff in Legal Verbiage.**  
The complaint, which was served September 20, 1907, by Alfred B. Osgood, as attorney for Mr. Drugan, alleges as follows:

That for a period of about ten years immediately prior to the first day of December, 1906, the plaintiff was a Jesuit scholastic, associated with St. Francis Xavier's College, in the city of New York, and in such position it was required of the plaintiff that he lead a life of strict purity and celibacy, and that until said first day of December, 1906, the plaintiff rigidly adhered to a life of purity and celibacy.

That the defendant is and was, on December 1, 1906, and for a long time prior thereto, a married woman, being the wife of one John James Dunphy.

That on the first day of December, 1906, the defendant, by trick and artifice, induced the plaintiff to enter a room at Ansonia Hotel, located in the borough of Manhattan, city of New York, and that while the plaintiff was in said room, and confined to the bed therein, the defendant surreptitiously entered said room.

The complaint, which is unpublizable in its entirety, then sets forth that the plaintiff was not only tempted exactly as St. Anthony was, but that he was subjected "by force of arms" to an attack.

**MINERS THREATEN TIE-UP  
OF ALL SOUTH NEVADA**

GOLDFIELD, Nev., Dec. 14.—The Western Federation of Miners proposes to call its members out in every camp in south Nevada. Officials of the organization fear the Goldfielders will have trouble to win their fight alone. The general call is expected within a day or so.

The Nevada Workmen, the miners' paper, bitterly attacks Governor Sparks today, personally and officially.

Have You a Hurried Printing Order?  
Let us execute it. Globe Printing Co., 14th & E sts. nw.—Adv.

## WRECKS AT SEA COST 40 LIVES; MILLION LOSS

Twenty Persons Perish  
in Storms Off the  
Scilly Islands.

Schooner Lawson Disas-  
ter the Most Serious, on  
"Friday the 13th."

LONDON, Dec. 14.—Wrecks litter the coast of south England and its neighbor islands from the Scilly group to the mouth of the Thames. Nearly a score of vessels, great and small, came to grief in Friday night's and today's storm. The dead total a list of close at forty; the property loss totals at least \$1,000,000.

The heaviest single loss was that of the American seven-masted schooner, Thomas W. Lawson, which turned turtle in Broad sound, Scilly Islands. Sixteen of her crew perished. Of the three survivors, one will die. The money loss on the Lawson and cargo is \$320,000. She was uninsured.

**Eight of Crew Lost.**

The other most serious wreck was that of the cutter gunboat, Speedwell, which ran into a mountainous sea near Sherness and went down with eight of her crew of thirteen men.

The other lost vessels were all small, but nearly each wreck cost a life or two. Ashore the storm did almost as much property damage as at sea, though thus far there have been no reports of loss of life.

London felt the full force of the gale. Roofs were torn off by the dozens, windows were blown in by the hundred, chimneys and wires are down everywhere.

The Thames and other streams are out of their banks. The entire valley of the former stream is a vast lake, and immense damage has been done to river-side residences.

**Lawson Wreck Worst.**

The Lawson's wreck was one of the most serious on the south coast in years. The big schooner—the largest sailing vessel and the only seven-master in the world—was bound from Philadelphia to London, with 2,000,000 gallons of gas oil in bulk.

From survivors it was learned that the vessel fought bad weather from the west to the east side of the Atlantic. Every boat had been swept away before the Scilly Islands were sighted yesterday. It was then blowing great guns, and, fearing to navigate the dangerous reefs in the darkness, Capt. G. W. Dow, of Melrose, Mass., dropped anchor off Gunner's rock.

Two lifeboats put off from shore, but Captain Dow and the crew refused to leave the Lawson. W. C. Hicks, a Scilly pilot, scrambled aboard to guide the schooner to safety in the morning, and the boats ran for shore. At dawn the ship was seen, still held fast by her anchors, floating bottom upward in deep water.

Sweeping the neighboring islands with their glasses, the life-savers sighted G. W. Allen, an English seaman, on Anett Island, an uninhabited rock, and brought him to St. Agnes, where he is dying of injuries suffered when the waves dashed him ashore.

**Found on Rock.**

Captain Dow, a second survivor, was washed upon another pinnacle of rock, where he was sighted late in the day. By this time the sea was high and no boat could live. So Frederick Hicks, a son of the pilot who went aboard the Lawson last night, plunged into the waves with a line, reached the rock, and brought the skipper to safety with him.

Engineer E. L. Rowe, of Boston, was saved soon afterward from another island. It is certain that First Mate B. P. Libby, of Marlborough, Mass., Second Mate O'Rourke, of New York; Pilot Hicks, the two firemen, steward, cabin boy, and nine sailors perished.

The Lawson was launched at the Fore River Yards in 1902, has always been known as a "hoodoo" ship, and finished her career on Friday, the 13th of the month. She was designed for the coal-carrying trade, but was recently chartered by the Sun Oil Company of Philadelphia as a tank carrier of oil. She was owned by the Coastwise Transportation Company of Boston.

The banquet which was held in the large ballroom at the New Willard, was one of the most picturesque in the twenty years' existence of the Geographic society. The scene attending the presentation of the medal to the celebrated Norwegian explorer, and the reception accorded him was enthusiastic in the extreme.

**Ambassadors Toast Explorer.**

Following this came the toasts of Ambassador Bryce, of Great Britain, and Ambassador Jusserand, of France, both of whom paid tribute to Captain Amundsen, each mentioning his name being greeted with applause by the large and distinguished gathering present.

Captain Amundsen, in his response to the presentation speech, took occasion to refer in laudatory terms to Commander Peary, who was seated nearby. This inspired an ovation to the American explorer, who, at the annual banquet of the society, last year, was handed a medal by President Roosevelt.

(Continued on Second Page.)

## WINDS TEST EVANS' FLEET ON EVE OF PACIFIC TRIP; GIANT RESISTANCE SHOWN

Rear Admiral Charles M. Thomas, Com-  
manding the Second Squadron.

Rear Admiral Robley D. Evans, in Com-  
mand of the Atlantic Fleet.

Capt. Hugo S. Osterhaus, Command-  
ing the Battleship Connecticut.



Reading From Left to Right—Capt. T. E. De W. Veeder, Commanding the Alabama; Capt. Seaton Schroeder, of the Virginia, and Capt. Richard Wainwright, of the Louisiana.

## MEDAL GIVEN TO AMUNDSEN AS EXPLORER

Vice President Fairbanks  
Presents Geographic  
Society's Gift, at  
Banquet.

In the presence of nearly four hundred guests of the National Geographic Society, including diplomats, statesmen, and men and women prominent in the world of research, Vice President Fairbanks last night presented at the annual banquet of the society the Hubbard gold medal to Capt. Roald Amundsen, of Norway, discoverer of the Northwest Passage.

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(Continued on Seventh Page.)

## ROOSEVELT PLAN TO HAVE PARTY UPHOLD POLICIES

Will Work for Taft's Nom-  
ination, and Concilia-  
tion of Republican  
Faction.

President Roosevelt, free from the embarrassments and entanglements in which he was involved so long as there was suspicion that he might yet be his party's nominee for another term, is going to play a game of the fastest and most effective politics that has been known in many years. The President has in mind a few very specific things that he proposes to accomplish. Among them are:

To assure that the Roosevelt policies and the Roosevelt administration of them shall be indorsed in the Chicago convention next June, and that that indorsement shall be no formal and meaningless utterance, but a sincere and earnest declaration of the real position of the party.

To assure that, as guarantee of the sincerity of this declaration, a candidate shall be named for President who shall be the evidence before the nation of the platform's sincerity.

To secure, if possible, as that candidate, William H. Taft.

To manage the relations of factional and personal concerns, in the next few months, so as to make certain that there will be no grave split to menace party success at the polls.

**Wants His Policies Upheld.**

The President, being human, may be set down as even more devoted to the indorsement of his policies, and their progress in the next four years, than to the idea of dictating the nomination.

(Continued on Page Thirteen.)

## ARMADA READY FOR FAREWELL OF THOUSANDS

President Roosevelt's Review May Be Last  
Ceremony for Battleships in Atlantic  
Waters—Destination Shrouded  
in Mystery.

FORT MONROE, Va., Dec. 14.—The sixteen battleships of the Atlantic fleet lie swinging at the end of sixty fathoms of anchor chains in Hampton Roads tonight, while a great storm rages about them.

The big waves toss the great floating forts up and down, and wallow them in the troughs. Such a driving rain beats down upon the face of the Roads that not even the flagships Connecticut and Minnesota can be made out through the blinding downpour from the old fort on the shore.

Admiral Evans is upon the bridge of the Connecticut sending forth signal after signal to the squadron of eight that tumble at leash to the seaward.

**CAPTAINS STAND GUARD.**

Every captain and every officer has made his craft snug against the tempest, and stands waiting to guard against any emergency that might cripple a ship or run the fleet into mishap at the very start of the voyage. Jacks in hundreds line the water and wind-swept decks. Searchlights blaze out on every side.

Thus the armada awaits Monday, the coming of the President, and the hour that will start it on its cruise around the Southern continent.

If the fleet could be described by the crowds that throng the Virginia shore, the spectacle of it would be even more thrilling in this storm than in a calm.

The big wind and the giant waves that can only sway them back and forth in lazy pitching, gives the spectator a most impressive understanding of their splendid stability and their power of resistance to the elements.

**Strength Plainly Shown.**

The perfect discipline of their officers and men in this outbreak of nature is a convincing earnest of their ability to cope with whatever they oppose them in their coming voyage.

The eight of the two line squadrons, shedding the storm in the Roads today, is as brave a spectacle as any American could wish to see beneath his country's flag. For show of discipline, strength, efficiency, and potential power, the Atlantic fleet is as incomparable to the eyes of the layman as to the naval statesman, and the latter's figures prove that it is by far the most puissant fighting force now assembled in one spot anywhere on this globe.

The Connecticut and Minnesota, farthest inshore, lie at anchor with their noses pointing at the fortress.

## RACER DIES AS SIX-DAY FIGHT ENDS

Rutt-Stol Team Wins  
By Half a Length  
After Sprint.

Terrific Speed Kept  
Up for Seven  
Laps.

Hardest Contest in  
Three Years  
Over.

NEW YORK, Dec. 14.—A few hours after the death of Urban McDonald, one of the riders who was fatally injured in the spill on the track Friday morning, the great international six-day bicycle race, held in Madison Square Garden, ended tonight, the Rutt-Stol team being declared the victors. Rutt defeated Joe Folger, of the Folger-Moran team by a half wheel length. It was one of the most exciting finishes ever seen in a six-day race. These two teams were tied for the lead at 2,312 miles 7 laps, and the result of the race was decided by a mile sprint.

Promptly at 10:55 o'clock the riders left the track. Fogler and Rutt appeared for the mile sprint which was to decide the result of the race. Fogler was in front when the pistol started them, but neither rider was willing to make the pace. They loafed along, Fogler in the lead, and held their positions riding very easily for several laps.

**Seven Laps at Top Speed.**

On the sixth lap Rutt started his sprint, and the two riders went around at a terrific pace for the remaining seven laps. Rutt held the lead until the end by about a foot. In the stretch, by a great burst of speed, Fogler drew up a bit, but he was a half wheel behind when Rutt crossed the line.

Then the riders who were tied for third, fourth, and fifth places were put on the track, and started a mile sprint from a standing start. The riders were Downing, Galvin, and Dupre. Galvin led for six laps, and then Dupre shot into the lead. He surprised the house by his spurt, and won the sprint by a half length from Downing. Galvin being behind the same length.

**How Trailers Stand.**

This gave Dupre George third place, Downing and Downey fourth, Galvin and Wiley fifth, Krebo and Vandenberg sixth, Logan and Bardgett, seventh, and Breton and Vannoni eighth.

The final score of the race is:  
Fogler and Moran, 2,312 miles, 5 laps.  
Rutt and Stol, 2,312 miles, 5 laps.  
George and Dupre, Galvin and Wiley, Downing and Downey, each, 2,312 miles, 3 laps.

Breton and Vannoni, 2,312 miles, 1 lap.  
The record is 2,733 miles, 4 laps, made by Miller and Walker in 1896. Last year's mark was 2,322 miles, 2 laps.

The prizes awarded to the teams were:  
First, \$1,500; second, \$1,000; third, \$700; fourth, \$500; fifth, \$300; sixth, \$250; seventh, \$200.

**Hardest Contest Since 1904.**

The six-day race which was finished tonight was the most grueling contest since 1904. During the first two days of this year's contest, all the riders were spraining continually and spurs were frequent. Seven of the teams were out of the race by Thursday, most of them from exhaustion or injuries received in riding.

The terrible pace continued all through the week and one of the sprints finally resulted in a fatal injury. Urban McDonald, the only New Yorker in last year's race besides Joe Folger, shot over the railing of the track early Friday morning and received injuries which caused his death tonight.

**Foreigners Even at End.**

Twelve foreign riders were in the race when it ended and twenty Americans. The teams that finished the race tonight were equally divided between Americans and foreigners. The last team that quit the race was the Iver Lawson-MacDonald team, which was forced out by the accident to MacDonald.

Robby Walhour, the popular idol, rode only until Monday afternoon. He had been badly injured in a bicycle race in Berlin six weeks before, and had not fully recovered from the effects. Nat Butler, Harry Reynolds, James Benson, and S. H. Wilcox were all forced out of the race as the result of injuries received in the contest.

Until Friday night the teams were behind the record of the season, but then they passed that record and remained ahead of it until the finish. This was the outcome of the numerous sprints.

**CONGRESSMEN WILL TALK  
TO CALIFORNIA SOCIETY**

The California State Association will be addressed by Representatives Needham, Kahn, and Hayes at the Ebbitt House Tuesday evening. Representative Needham will tell of his recent trip to Honolulu, describing the geography, climate, and other conditions of the country and the habits and customs of its people. Representative Kahn will compare European scenery with that of America, while Representative Hayes will describe the new San Francisco.

Following the address of musical and literary program will be given.

J. H. Small & Sons, Floris 3,  
Washington and New York.—Adv.